Amendments to the Specification:

Please replace paragraph [0016] with the following replacement paragraph:

[0016] A base 132 of the inside vehicle lift 100 is attached to vehicle floor 106 with its rear end in close proximity to the bottom portion of the rear door opening 104, preferably using existing seat couplers. The use of the existing seat couplers obviates the need for modifications to the vehicle in order to install the inside vehicle lift 100. The base 132 is, for example, designed as a frame structure of rectangular shape comprising a mechanism such as a guide rail – not shown - for enabling translational movement of the extension unit 124 with respect to the base 132 and for providing balance of moments when the extension unit 124 is acting as a cantilever in loading position, as shown in Fig. 1b. Movement between the extension unit 124 and the guide rail is enabled, for example, through sliding movement using sliding surfaces or rolling movement using wheels. A drive mechanism for providing the translational movement of the extension unit 124 is preferably a toothed gear mechanism comprising a toothed wheel in communication with a toothed rack. The toothed wheel is driven using, for example, a 12V electric motor <u>133</u> powered by a car battery. Preferably, the electric motor and the toothed wheel are attached to the base 132 while the toothed rack is attached to the extension unit 124, thus reducing the height of the extension unit 124. As is evident to one of skill in the art, there are numerous different design possibilities for enabling the translational movement of the extension unit 124 such as, for example, a hydraulic cylinder. The toothed gear mechanism is preferred, however, for its simplicity and potential for light weight implementation.

Please replace paragraph [0021] with the following replacement paragraph:

[0021] The load platform 120 is designed, for example, as a rectangular shaped frame structure comprising a drive mechanism for translational movement from the lift support base 122 onto the extension unit 124 or vice versa. The load platform 120 further comprises an upper surface, not shown, for receiving the load 110. Preferably, the upper surface is designed as a light weight structure in the form of, for example, a perforated sheet of a light weight material or a grid like structure. Fig. 4a illustrates schematically a chain drive for translationally moving the load platform 120. The chain drive comprises,

for example, a chain 150, a drive sprocket wheel 152 and guide wheels 154. The chain 150 interacts with sprocket racks 156 and 158 of the extension unit 124 and the lift support base 122, respectively, for providing the translational moving action of the load platform when driven by the drive sprocket wheel 152. The drive sprocket wheel 152 is driven using, for example a 12V electric motor 121 powered by the car battery. Alternatively, shown in Fig. 4b, a toothed gear mechanism comprises drive toothed wheels 160 and 162, which interact with toothed racks 164 and 166 of the extension unit 124 and the lift support base 122, respectively. In order to transfer the load platform 120 from the extension unit 124 to the lift support base 122 or vice versa both toothed wheels 160 and 162 are driven and are disposed at a distance which is sufficiently larger than a gap H between the extension unit 124 and the lift support base 122. However, this embodiment is not preferred, because the toothed gear requires very small tolerances for positioning of the lift support base 122 with respect to the extension unit 124 in order to provide proper interaction of the drive toothed wheels 160 and 162 with the toothed racks 164 and 166 during transfer of the load platform 120 from the lift support base 122 to the extension unit 124 or vice versa. Further alternatively, shown in Fig. 4c, a friction drive mechanism comprises friction drive wheels 170 and 172, which interact with friction surfaces 174 and 176 of the extension unit 124 and the lift support base 122, respectively. In order to transfer the load platform 120 from the extension unit 124 to the lift support base 122, or vice versa, both friction drive wheels 170 and 172 are driven and are disposed at a distance which is sufficiently larger than the gap H between the extension unit 124 and the lift support base 122. An example for a friction drive is a rubber wheel interacting with a rough surface. The friction drive is advantageous for moving the load platform 120 due to its simplicity, its capability for light weight implementation, and large tolerance towards the positioning of the lift support base 122 with respect to the extension unit 124. Preferably, the drive mechanism is built into the load platform 120, thus avoiding the need for providing two drive mechanisms - one for the extension unit 124 and another for the lift support base 122 - resulting in a simpler and weight saving solution. Yet further alternatively, shown in Fig. 4d, the load platform 120 comprises wheels or rollers 180 interacting with guide rails 184 and 186 of the extension unit 124 and the lift support base 122, respectively. This embodiment allows a user to move the load platform horizontally

by hand. By not employing a drive mechanism this embodiment is very simple and weight saving, allowing increasing the weight of the load 110. This embodiment is beneficially employed for users capable of manually moving the load platform 120, for example, for delivery of heavy goods or for loading recreational vehicles such as ATVs or motorcycles.